

Intimations.

WHAT TO DRINK!
AND THE TIME TO DRINK IT!

Before Breakfast.
CHAMPAGNE BITTERS
AND
CROWN SODA.

Before Tiffin.
CHAMPAGNE BITTERS
AND
SHERRY.

Before Dinner.
THE SAME.

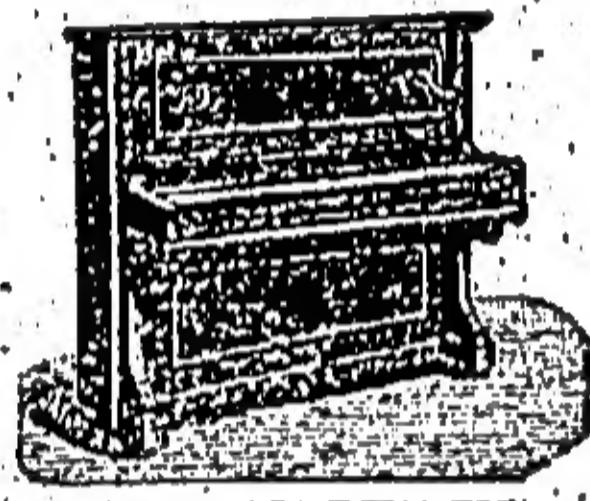
At other times and at all times
Champagne Bitters and Whiskey is
good.

Stick to this advice and you'll
never know you have a liver.

WATKINS,
LIMITED.

*Chemists and Aerated Water
Manufacturers.*
Hongkong, 31st August, 1901. [714c]

**THE ROBINSON
PIANO CO., LIMITED.**



BEST VALUE IN

PIANOS.
MONTHLY PAYMENT
SYSTEM.
Hongkong, 10th August, 1901. [571c]

COTTAM & Co.
NOW offering Special Sample Consignment
of the Celebrated
K BOOT,
ENGLISH MAKE.
Hongkong, 26th August, 1901. [671c]

KELLY & WALSH, LTD.
SOLE AGENTS IN THE FAR EAST FOR
THE YOST TYPEWRITER.
Price \$225.

SWAN FOUNTAIN PENS,
In 3 Sizes.
Prices \$6.00, \$8.00 and \$12.00

**SLAZENGER'S FAMOUS
E. G. M. TENNIS RACQUETS.**
Price \$15.00.

**AYRES CHAMPIONSHIP
TENNIS BALLS.**
Price \$9.50 per doz.

A. CHEE & Co.
17a, Queen's Road, Central.
ESTABLISHED 1859.

FURNITURE DEALERS:
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mattresses, Cutlery and Dinner Services, Cooking Ranges and Kitchen Utensils, Aspinall's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and Hotels in Hongkong.

Hongkong, 25th July, 1901. [777c]

WILLIAM POWELL, LIMITED.
MONDAY, SEPTEMBER 2ND.

SALE! SALE! SALE!
Ladies' and Children's Hosiery, Gloves, Hats, Cloaks, Mantles, Vests, Remnants, Toys, Dolls, Gentleman's Hats, Half-Hose and Gloves.

R. G. HECKFORD,
Manager. [781c]

**OLD MATURED
JOHN WALKER WHISKEY,
FROM THE FAMOUS
KILMARNOCK DISTILLERY
THE FAVOURITE WHISKY IN THE OLD COUNTRY.
ASK FOR IT!**
Hongkong, 2nd July, 1901. [775c]

**CO-OP'D'S
Advertisement.**

IN THE MATTER OF ORDINANCE NO. 2 OF 1893.

IN THE MATTER OF THE PETITION OF MARCONI'S WIRELESS TELEGRAPH COMPANY, LIMITED, OF 16, FINCH LANE, IN THE CITY OF LONDON, ENGLAND, FOR LETTERS, PATENT FOR THE EXCLUSIVE USE WITHIN THE COLONY OF HONGKONG, OF AN INVENTION FOR IMPROVEMENTS IN APPARATUS FOR WIRELESS TELEGRAPHY.

NOTICE is hereby given that the PETITION, SPECIFICATION, and DECLARATION required by the above-cited Ordinance have been duly filed in the Office of the Colonial Secretary of Hongkong and that it is the Intention of the said COMPANY by DENNYS & BOWLEY, their Solicitors to apply at the Sitting of the Executive Council, hereinafter mentioned for the exclusive use within the said Colony of Hongkong of the above named Invention. And Notice is hereby also given that a Sitting of the Executive Council, before whom the Matter of the said Petition will come for decision will be held in the Council-Chamber, at the GOVERNMENT OFFICES, Victoria, Hongkong, on TUESDAY, the 17th day of SEPTEMBER, 1901, at 11 A.M.

Dated this 31st day of August, 1901.

DENNYS & BOWLEY,
Solicitors for the Applicant.

[945c]

NOTICE:

I BEG to give Public Notice that I decline to be any longer RESPONSIBLE for any DEBTS incurred by my WIFE or my CHILDREN.

JOHN CARROLL.

Hongkong, 31st August, 1901. [942c]

Douglas Steamship Company, Limited.

FOR HAIPHONG.

The Company's Steamship

"HAILOONG."

Captain Bathurst, will be despatched for the above Port, on MONDAY, the 2nd September, at Noon.

For Freight or Passage, apply to

Douglas Lapraik & Co., General Managers.

Hongkong, 31st August, 1901. [943c]

Imperial German Mail Line.

STEAM FOR SHANGHAI, NAGASAKI, HIIGO AND YOKOHAMA.

The Imperial German Mail Steamship

"PREUSSEN".

of the NORDEUTSCHE LLOYD.

Captain E. Prehn, due here with the outward German Mail about TUESDAY, the 3rd September, will leave for the above Places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 31st August, 1901. [922c]

The China and Manila Steamship Company, Limited.

FOR MANILA.

The Company's Steamship

"PERLA".

Captain J. E. McArthur, will be despatched, as above on WEDNESDAY, the 4th September, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMEY & CO., General Managers.

Hongkong, 31st August, 1901. [946c]

Imperial German Mail Line.

STEAM FOR SHANGHAI, NAGASAKI, HIIGO AND YOKOHAMA.

The Imperial German Mail Steamship

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STEAM FOR SHANGHAI, NAGASAKI, HIIGO AND YOKOHAMA.

The Imperial German Mail Steamship

WISE AND OTHERWISE

Have you ever noticed the "demoralizing" effect of a bicycle upon the most upright and high-minded person, Mr. Editor? I have been studying the morals of cycling of late and have come to the conclusion that the sooner the Social Purity League takes the matter up, the better it will be for the British nation and for humanity at large. I have no hesitation in saying that the purchase or the presentation, or even the theft of a bicycle makes one a murderer at heart at once. Now, I am, or rather was, of a very mild and placid temperament. I would as soon have thought of committing an assault upon a cooie as I would have thought of trying to give Sir Thomas a bogus note as a contribution to his Memorial Fund. But since I had a bicycle given to me, I have had my morale oozing out with every fresh mile, chalked up by my cyclometer. A little time back I ran violently into a poor Chinaman carrying a basket of pigs, upset the pigs, the Chinaman and myself broke the machine. Now what do you think? I did, Mr. Editor? Did I go and help that poor man up and help him collect his pigs? No! I took him and, having carefully looked round to see if a policeman was about, beat him unmercifully. Then an amateur missionary came up and reproved me and I cursed him. And before I had a wheel I was innocent and mild in disposition.

But I am not the only one. Another Horrid who is thus affected, Mr. Example, Editor. The amateur missionary mentioned above has a wife, and the Devil one day tempted him to purchase two machines and teach her to ride. A few days ago I met the A.M. and his better half wheeling along a broad and lonely road. A Chinaman carrying a couple of baskets appeared, and the wheel of the A.M.W. immediately made a dead set at him. The poor man ran from one side of the road to the other in a vain effort to escape, but the fiendish machine followed him like Fate and at last succeeded in running him down. It wasn't his fault that the lady got upset. There was no notice posted anywhere to tell him that the whole road was reserved for her and she didn't even have a little boy with a danger flag walking in front, like Mr. Ormsby's roller. And would you believe it, Mr. Editor, no sooner had the accident occurred than the A.M. got off and kicked the poor Chinaman who had just been run over. What moral depravity, was it not?

But it is not only Amateur Mis-Horrors, who are affected by the immorality of the bicycle. I will quote another case. He was a subaltern in the Staff Corps and has now been promoted and returned to a British Regiment, so I can speak of him with safety. He had a heavenly temper, attended Church regularly and never suffered from temporary congestion; the morning following a guest night at mess. But he fell from grace at last. He bought a bicycle so as to be able to ride with a lady friend, and its morals went all to pieces. I was riding with them one day and he had a collision with a Chinaman carrying a large lot of washing in two big bundles. It occurred just in the usual way; the machine took charge and did all the mischief on its own initiative. The cooie was the first to pick himself up, and as soon as he saw the murderous light in the subaltern's eyes, he bolted. The subaltern picked up the bamboo carrying-pole, which the cooie had abandoned, and gave chase. Then the machine, out of pure devilment, ran subaltern, pole and all over the Praya into three feet of water and a couple of black mud. He got put after a time said such wicked words that the lady had to put her little hands over her ears, and then threw the washing over into the water. Then the cooie strayed up and said that it was his (the subaltern's) washing, and I am sure I saw the bicycle nearly bursting its tyres with unholy mirth.

Now don't you think, Mr. Editor, To Sum Up, that after such a series of crimes as those I have related, the bicycle ought to be suppressed? It does more to ruin and deprave otherwise upright and clean-living men than all the gambling, wine and women in creation. It makes you a bully, a liar (for you always boast of your records) and, perhaps, a thief, and therefore, say I, a Society for the Abolition of the Bicycle is badly needed.

It will be remembered that a few months ago a tired dredger took

what seemed to be a permanent lease of a portion of the bottom of the harbour. This was taken as a fair mark for a lot of cheap humours and paltry persiflage. I trust, Mr. Editor, the accident to the steam roller will not be treated in a frivolous manner. There is nothing light or airy in a steam roller. It should moreover be an authority on drains, as it seems to have gone thoroughly into the subject, and an example to all men i.e. the quiet persistency of a steam roller in remaining where it stopped. No doubt it is upset by being lifted by block and tackle, because that gets it back up at once.

In a book recently issued on Not up to life in the Hudson Bay Company's service, the author (Mr. Roderick Campbell) tells some entertaining stories, one of which runs as follows: "Our officials, when they wished to become Bœufs, often married Indian girls." Many, however, did not care to do so, and would petition the Company to select wives for them and send them out by the next boat. Their wishes were, as a rule, complied with, and the selection was nearly always satisfactory. Among the archives of the Company are found receipts from factors running thus: "Received, per 'Loring', Jane Goody, as per invoice, in good trim"; and, "Received, per 'Ospere', Matilda Timmins, returned per 'Loring', as not being in accordance with description contained in invoice."

The story in the "Aobe Herald" of dressed, the Japanese gentleman, who, to obey the regulations, bathed in pyjamas, then rung them out, dried himself with them and walked home with them over his arm, recalls an experience of mine in Japan that occurred over twenty years ago, says Daybreak in "Sport and Gossip." I was returning in a rickshaw from Miyashita, and a regulation was then in force in Yokohama that on entering the city, coolies must wear some clothing. To obey this order my rickshaw stopped, as did all the others, opposite a sort of fishmonger clothes shop; the coolie disappeared into it and returned with a very dilapidated foreigner's dress coat on, and in this garb he proceeded to the Grand Hotel.

A correspondent writing to the Epitaph, conductor of "Stray Notes," gives some suggestions for suitable epitaphs for members of various professions: "I quote some of them: The teachers—'He's enjoying his long vacation'; the lawyers—'Lies bare with his retainer'; the post-masters—'Sent to the Dead Letter Office'; the auctioneers—'Gone, but

word of life'; the butchers—'He's struck his last blow'; the photographers—'I framed here taken from life'; the carvers—'The sky pilot anchored here'; the hard-working telegraphists—'Transferred to the head office'; the bankers—'Placed here on fixed deposit'; the doctors—'Buried with his numerous mistakes'; the tailors—'A perfect fit, even here'; the godown-keepers—'Cold storage at reduced rates'. Finally I give an epitaph which the Kobe writer puts first: 'It has even more point here than in Kobe. It is the editors—'Resting from the daily press.'

THE QUARANTINE OUTRAGE AT HONOLULU.

The Honolulu *Independent*, writing on this affair, says:

"The Coker affair is a very unfortunate incident. The indignation meeting last night was attended by the most prominent Japanese residents and we think that the sentiments expressed by the speakers will find an echo in the heart of every decent man who remembers that he had a mother and reveres the female sex, whether in silks or calico, or even a male only. What Dr. Coker could have been thinking in when allowing an indignity to be offered in an outrageous manner towards refined ladies of the great Oriental Empire we cannot understand. We know that if an attempt of an indecent examination had been offered to Caucasians, the doctor would have found a revolver pointed at him, or an invitation to jump overboard and swim to the sharks. We think that the Japanese gentlemen and ladies who controlled the meeting last evening made a mistake in addressing the resolutions to President McKinley and other officials at Washington. The Japanese Foreign Office is the only proper place where notice can be taken of such a serious matter, and those who know the spirit of the Japanese Government will realize that the matter will be investigated and satisfaction to the utmost power of Japan demanded. But even Dr. Coker's resignation which undoubtedly will be called for, will heal the wound inflicted on womanhood by a federal official."

BY THE MAIL.

(From Home Papers.)

A Modest Request.

Miss Hobhouse apparently desired to serve on the Committee which has gone to South Africa to report on the refugee camps, and the *Daily News* naturally says that the only capable and impartial woman who would have given us the only report which could be of any use to the *Daily News* has been ruthlessly held back by an incompetent and unscrupulous Government. But seriously, how could Miss Hobhouse expect to be put on a Committee, which is appointed practically to look into certain charges which she has brought against the manner in which the Boer women and children are being treated? This is on a par with Mr. Burdett-Coutts's desire to sit upon the Commission which was the result of his "Hospital Scandal" scare. The thing is ridiculous. An accused person might as well ask permission to sit beside the judge and give his opinion on the merits of his case. But the *Daily News* is imitable.

The "Minerva"-'Hyacinth" Run.

The *Enginer* of the last week in July has an interesting article on the *Minerva-Hyacinth* run, to Gibraltar and back, for the purpose of testing the relative advantages of the Scotch and Belleville boilers. Our contemporary says:—"The performance of the *Minerva* on the run out was quite unsatisfactory. The only defect manifested was the breakage of the bolt of an eccentric strap, and the consequent bending of one of the straps. The defect was made good with spare gear in two hours. The ship was quite ready to start again on her homeward run the moment her bunkers were filled. But what of the *Hyacinth*? During the first hours of the run out all went well. Then the loss of water began. The evaporators can supply between six and seven tons of distilled water per hour; but this was insufficient to make up the loss. A very curious feature of this loss is that it was found impossible to trace it to its source. The connections and pipes seemed tight; water did not run into the furnaces; nor was it found in the bilges. The loss was not due to priming, of course, because the water would have reappeared in the hot well. The only explanation is that a multitude of very small leaks are equal in effect to one or two large leaks, and that the water was evaporated and went up the chimneys. A most careful overhaul took place at Gibraltar, and there everything was tested by the hydraulic pump. Not satisfied with this, the ship was taken out of harbour and run for twelve hours to make certain that every joint was tight. This being done, she returned to harbour; fires were drawn, and the boilers cooled down. The history of the trial is typical. We have the steady old Scotch boilers, fairly used, and doing their duty perfectly in one vessel; and in the other we have the Belleville boiler, doing as it would seem it always does when pressed. The ship could hardly reach Gibraltar at seven-tenths of her full power, the old trouble, leakage, driving her into port; and as it is remembered that the *Hyacinth* is comparatively a new vessel—1893—that her machinery has been in charge for many weeks of Mr. Gaudin, and that nothing was left undone to make her a success. The *Minerva*, on the other hand, working up to a higher fraction of her full power, gave no trouble whatever, and beat the *Hyacinth* in speed."

The Netherlands Railway Employees.

At a meeting of the South African Compensation Commission, on the 30th ult., Mr. Milvan, the chairman, read the decision of the Commissioners as to the position of the employees of the Netherlands Railway Company. The Commissioners have investigated this matter for themselves, and have come to the conclusion which was inevitable—that these employees were actively engaged as belligerents against this country, and that, therefore, they have not a shadow of a claim to compensation, neutralist. That they should have thought for a moment that they had is an exquisite instance of the impudent confidence of Dutchmen and foreigners generally in the general stupidity of this country. They seem to argue with themselves like any fool can walk round an Englishman: "They are slowly becoming convinced of the opposite, but it has been a painful process both for them and for us." Mr. Milvan, whose chairmanship has been characterized by conspicuous ability and sound common-sense, has greatly helped to the opening of the eyes of our critics.

Sandow's Libel Action.

At the Birmingham Assizes recently, Eugene Sandow, the strong man, brought actions for libel against Arthur Saxon, another professional strong man, and against the Taylor Theatre Company, Birmingham.

The alleged libel was contained in a statement in *Saxon's* correspondence paper, published by the Taylor Company on their bill to the effect that in 1893 Sandow was defeated by Arthur Saxon in a final bout.

The plaintiff called evidence to the effect that he accepted the challenge thrown out by the Saxon at the Grand Music Hall, Sheffield, to fight a barrel weighing 42 lbs. He failed on four occasions, but the defendant succeeded in supporting the plaintiff's case. Arno Saxon, formerly a member of the Saxon troupe, deposed that the stem of the barrel had an outer case loaded with sand to make it difficult to balance by anyone unacquainted with the device.

Defendant and a number of witnesses denied that Sandow succeeded in straightening his arm when he held the barrel aloft. The stage manager and several members of the band corroborated.

A verdict was given for the plaintiff with damages against Saxon and Co., against the music-hall company.

NOTANDA CALENDAR.

	AUGUST
Meteorological means based on fifteen years observations to 1893.	
Bairstow	29.755
Hanmer	81.6
Humidity	83
Rainfall	13.182

The Canadian Pacific Railway Co.'s N.M.S. *Empress of India* arrived at Shanghai at mid-night on Friday the 30th inst., and left again at 9 p.m., to-day for Nagasaki, where it is due to arrive at 8 a.m. on Monday the 2nd and probably return to Hongkong.

HONGKONG AND WHAMPoa DOCK RETURNS.

George Valentine, Kowloon, Doc.

Victoria

Zafiro

Hinsay

Canton River

Taicer

Cosmopolitan

PASSED THE CANAL.

Outward—13th August—Canton, Konigsberg, Moyenne Preussen, 16th August—Maree Ulysses, Palawan, 20th August—Kerson, Malaya, Marianne, 23rd August—Akamemon Ceylon, Irian, 27th August—Ambrin, Bambur, Olingo, Hamburg.

Homeward—13th August—Salakot, Wakasa, 16th August—Java, 20th August—Indra, Bayan, 23rd August—Annam, Glacius, 27th August—Aetnus, Sandia, Kauangwa, Maru, Sunda.

Arrivals at Home—3rd August—Glenarney, Prometheus, Nuraberg, 7th August—Kitai, Annam.

Shipping.

Arrivals.

DAYBREAK, British steamer, 700 A. H. Best, 30th Aug.—Shanghai, 27th Aug., General C. M. S. N. Co.

KYOTO MARU, Japanese steamer, 1,639 T., Sakumi, 30th Aug.—Maji, 25th August, Coal—Mitsui Bussan Kaiishi.

GLENALLOCH, British steamer, 1,434, R. S. Bainbridge, 30th Aug.—Sourabaya via Singapore, 18th Aug., General—Joo Teck Seng.

DR. HANS JERO KIER, Norwegian steamer, 697, H. Larsen, 30th Aug.—Newchwang and Chefoo, 25th Aug., General—Harling, Buschmann & Menzel.

JUPITER, British steamer, 2,100, James Reid, 30th Aug.—Shanghai, 27th Aug., General—Dowdell & Co., Ltd.

KUTSANG, British steamer, 1,495, T. W. Selby, 31st Aug.—Java, 20th August, Sugar—Jardine Matheson & Co.

NANCHANG, British steamer, 1,002, Edward Fidlays, 31st Aug.—Canton, 30th Aug., General—built held & Sire.

GLENALLOCH, British steamer, 3,121, Forbes Selby, 31st Aug.—Otani Ko, 23rd Aug., Coal—McGregor Bro. & Co.

MUTTRA, British transport, 2,085, D. Macintyre, R.N.R., 31st Aug.—Taku, 25th Aug., Government States—Government.

Clearances at the Harbour Office.

Dr. HAN JURE KIER, Norwegian, str. for Canton.

W. Ping, Chinese steam-launch, for Wuchow, Anku, British str., for Nagasaki.

APENDRE, German str., for Haiphong.

DAIJIN MARU, Japanese str., for Swatow.

Daybreak, British str., for Wuchow.

GERMANIA, German str., for Canton.

JACOB DIETTERICHEN, German str., for Halibow.

YU TUNG, Chinese steam-launch, for Wuchow.

Pak Kong, British str., for Canton.

ANPING, British str., for Shinghai.

Kyoto Maru, Japanese str., for Koratou.

SHIRLEY, British str., for Kuchinotou.

Jupiter, British str., for Manila.

Holmwood, British str., for Canton.

Paru, American str., for Shanghai.

Wongkot, German str., for Swatow.

Changsha, British str., for Shanghai.

P. C. C. Kao, German str., for Singapore.

Departures.

Aug. 31, MASSILA, British str., for Europe.

Aug. 31, NEVADA, British str., for Taku.

Aug. 31, PILATE, British str., for Singapore.

Aug. 31, TIDSBURG, British str., for Bangkok.

Aug. 31, LYONMOON, German str., for Canton.

Aug. 31, PHRA CHULAE KAO, German str., for Singapore.

Aug. 31, PERA, American str., for San Francisco.

Aug. 31, ASPIRE, British str., for Shanghai.

Aug. 31, REIN, Norwegian str., for Bangkok.

Aug. 31, WONGKOT, German str., for Swatow.

Aug. 31, DON JUAN DE AUSTRIA, American gun boat, for Manila.

Passengers—Arrived.

Per *Glenaloch*, from Singapore—275 Chinese.

Departed.

Per *Yutung*, for Manila—Mr.

NOTES.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.
STEAMERS.

KAGA MARU	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE	MONDAY, 2nd Sept., at 4 P.M.
J. W. Ekstrand	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 6th Sept., at Daylight
BINGO MARU	TUESDAY, 10th Sept., at Noon.	
F. Davies	MOJI, KOBE and YOKOHAMA	
KAGOSHIMA MARU	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE	MONDAY, 16th Sept., at 4 P.M.
K. Kori	and YOKOHAMA	
RIOJUN MARU	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 13th Sept., at Noon.
O. Ohno	KOBE and YOKOHAMA	
MIKE MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 20th Sept., at Daylight
M. Yagi	HAMA	
AWA MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 27th Sept., at 4 P.M.
N. Tani	KOBE and YOKOHAMA	
INADA MARU	THROUGH Passenger Tickets and Bills of Lading issued for the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.	

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,

Manager.

[6]

Hongkong, 30th August, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hon- olulu)	Tuesday, 17th Sept., at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hon- olulu)	Saturday, 12th Oct., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hon- olulu)	Tuesday, 5th Nov., at Noon.
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THE Twin Screw Steamship

"AMERICAN MARU,"

will be despatched for SAN FRANCISCO,

VIA SHANGHAI, NAGASAKI, KOBE, IN-

LAND SEA, YOKOHAMA and HONO-

LULU, on TUESDAY, the 17th September,

at Noon, taking Freight and Passengers for

Japan, the United States, and Europe.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at HONO-

LULU, and Passengers are allowed to break

their journey at any point en route.

Through Passage Tickets granted to England,

France, and Germany by all trans-Atlantic

lines of steamers, and to the principal cities of

the United States or Canada. Rates may be

obtained on application.

Passengers holding through ORDERS TO

EUROPE have the choice of Overland Rail

routes from San Francisco including the

SOUTHERN PACIFIC, CENTRAL PACIFIC,

UNION PACIFIC, DENVER and RIO GRANDE;

and NORTHERN PACIFIC RAILWAYS; also the

CANADIAN PACIFIC RAILWAY, on payment of

£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND

CITIES in the United States have between

San Francisco and Chicago, the option of the

SOUTHERN PACIFIC, CENTRAL PACIFIC,

UNION PACIFIC, DENVER and RIO GRANDE;

and other direct connecting Railways and from

Chicago to destination the choice of direct

lines.

Particulars of the various routes can be had

on application.

Special rates (first class only) are granted to

Missionaries, members of the Naval, Military,

Diplomatic, and Civil Services, to European

officials in the service of China and Japan, and

to Government officials and their families.

Through Bills of Lading issued for trans-

portation to Yokohama and other Japan Ports,

to San Francisco, to Atlantic and Inland Cities

of the United States, via Overland Railway, to

Havana, Trinidad, and Demerara, and to ports

in Mexico, Central and South America, by the

Company's and connecting Steamers.

Freight will be received on board until 4 P.M.

the day previous to sailing. Parcel

Packages will be received at Office until 5 P.M.

same day; all Parcel Packages should be

marked to address in full; value of same is

required.

Consular Invoices to accompany Cargo des-

tined points beyond San Francisco to the

Company's Office in Sealed Envelopes, addressed to the

Collector of Customs at San Francisco.

For further information as to Passage and

Freight, apply to the Agency of the Company,

Queen's Building.

GEORGE ECKLEY,

Acting Agent.

Hongkong, 26th August.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having established a REGULAR SERVICE of STEAMERS from SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES in conjunction with the GREAT NORTHERN RAILWAY LINES of the UNITED STATES, are prepared to contract for the conveyance of Goods from the PACIFIC COAST and Interior Points of U.S.A. to the ORIENT.

For further particulars, apply at THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, New York, to the Agents of the Company at Japan, China, Hongkong, Philippines and Manila.

FRANK WATERHOUSE & CO., General Western Agents, SEATTLE, &c.; or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & Co.

Agents.

Hongkong, 26th July, 1901.

PROPOSED SAILINGS FROM HONGKONG.

"JUPITER"

about 21st Aug.

"MOGUL"

21st July.

"KURDISTAN"

10th Oct.

"SATSUMA"

"LENNOX"

For Freight and further information, apply to

DODWELL & CO., LIMITED.

Agents.

Hongkong, 24th August, 1901.

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HOPE & CO., LTD.

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JAPANESE TROOPS IN NORTH CHINA.

Mr. George Lynch, in a criticism of the Allied Troops taking part in the campaign in North China, writes as follows concerning the Japanese, which is of special interest, when taken in connection with the unwilling admiration expressed by the *Nova Uremia*, as reported in a recent telegram:

"The Japanese infantry were a surprise and a revelation to most of the Allies. Notwithstanding the enormous trouble they have taken with their cavalry, it is immensely inferior to every other arm of their service. This is not to be wondered at when we reflect how little the Japanese are accustomed to horse-riding at home, and what small opportunities they have of acquiring that knowledge of the management of horses which comes instinctively to the English groom, or to the Irish farmer's son, or field labourer. The lack of efficient cavalry is with the Japanese largely compensated for by the extreme mobility of the infantry. They appear to do everything at the double. All their soldiers seem to be perpetually kept in the best of hard training. If they have not horses at home, they have plenty of riksha men, who consider thirty to thirty-five miles of running not an excessive day's work."

"Often watching the Japanese manoeuvring in the field, it occurred to me that if the men of her entire army had not served an apprenticeship between the shafts of the riksha, they must at least have passed through some training equally severe. On the expedition to Peking they carried with them a number of light anti-air guns; which they pulled into action and kept right in the firing line. In every detail of their camp equipment, food supply, and field hospital corps, there was a neatness of packing and arrangement which apparently resulted in their carrying all their requirements in about a third less space than any of the others. The simple fare of the Japanese soldiers was ideal for campaigning. Broadly speaking, it consists of rice, with what might be called a flavouring of strong-tasting dried fish and mysterious brown condiments suggestive of curry. As they have modelled their feet on our own, so they have drawn from the French and German armies a selection of their uniform and "equipment." The colour of their uniform at home is dark blue. But during the expedition to Peking their uniform was white, which would have markedly conspicuous operations against any other force that was composed of less bad marksmen than the Chinese. This is now to be abandoned, and is to be replaced by something in the nature of khaki, and their heavy round German caps by straw hats or helmets, which will give more protection against the sun; although not looking so smart."

"Although the officers of all the Allies were immensely struck by the discipline and equipment of the Japanese, close observers were still more attracted by the underlying soldier spirit which animates them. An inherent spirit of soldiering seems to possess every Japanese as a natural heritage. They seem to love fighting for fighting's sake. They appear to enjoy the whole thing as schoolboys do their games. They take their killing much more kindly than the others, and appear to be much more familiarised with the idea that it is part of the game. Indeed, there is a zest, and a verve, and go about them when in action that I have never seen in any other troops. There were numerous gallant instances in the siege of Tientsin of their utter disregard of death. And outside the gates of Peking it looked to me that ten men who were killed in their attempts to blow it up, might apparently have been indefinitely multiplied at the command of their officers without any danger of failing. When, at ten o'clock at night they advanced to take the gate by assault which they had failed to force in the morning, it was immensely attractive to observe the gaiety, the hilarity, with which they charged forward to the attack. All movements such as this accompany with singing."

"At night, in the camp on the way up, what I had mistaken for some Buddhist evening prayer, when the soldiers ramped round like a human prayer-wheel, was, I subsequently discovered, the chanting of a war-song which had been composed by General Fukushima himself."

"The interesting thing to observe will be to see how the Japanese behave when they are getting the worst of it, how they will conduct themselves when they are outnumbered, or when under the strain of a losing fight. From a sporting standpoint, I'll be inclined to lay six to four on a Japanese against a Russian regiment. The inspiring, ingrained fighting spirit of the Japanese is identical with that of the Irish regiments, who are probably the best fighting men in the world."

THE SNAKES' PARADISE.

W. A. Fraser, in the *Canadian Magazine*.

The Borongo Islands lie about half-way between Calcutta and Rangoon. When the snakes die they go to the Borongos. That is their paradise; there they hold high carnival. I spent three years among them, and know of these things. From the giant python down to the deadly krait they are all there, all the ophidians. Even the salt-water snakes, that are all poisons—they too, are there. Two Europeans had preceded me on the Borongos, so there was considerable natural history on tap when I arrived, and we rapidly acquired more. One can't live among snakes without studying them; they insist upon it.

Each evening I killed an hour or so of the monotony by walking up and down the path in front of the bungalow. A big cat was my usual companion. His method of introducing himself to my notice was generally abrupt. He would lie in wait, and as I came along, spring out upon me, alighting against one of my legs. At other times he would lie on his back in the path and claw at my feet as I passed. One evening just after turning into the path from the bungalow, I felt something soft and yielding against my foot. Thinking it was "Billy," I gave the mass a gentle push. As I shifted the something, I saw a twisting gleam of white, not at all like the pale grey of Bill's fur. Of course I knew what that meant; jumping back I brought down my walking stick on the twisting thing, and yelled for a light. The servants came running from the cook-house, with a lantern, and I saw that he had laid out a most villainous dabo. One touch from the cat-like fangs on my cotton-hosed instep, and within an hour I would have been dead.

"One of our party had occasion to visit a Mr. Savage, a half-caste landowner on the other side of the island. He went in a boat, and while the coolies were bringing up his traps, went up to the bungalow. He was sitting in a big chair on the verandah, talking to Savage, when he felt something drop from the leaf-roof on his shoulder. Leisurely he started to rise to see what had fallen, when the other man cried out, "For God's sake don't move—keep perfectly still!" Dunlop knew what that meant. Stealthily the old man took a Burmese *dab* (word) from the wall, and cut-like, crept toward the white man with the thing on his shoulder. Within striking distance he paused,

and raised the *dab* high in the air, cut the thin twine in two, and swiftly downward stroke. Then his nerve, rattled and tugged at for sixty years, until it was weak, failed him, and the sword clattered from his hand, and fell to the floor.

"My God! I can't do it," he whined, in a broken voice; and reeled back against the wall, where he stood staring with weak eyes at the sahib and his burden.

Dunlop neither moved nor spoke; it was

a revelation to most of the Allies, notwithstanding the enormous trouble they have taken with their cavalry, it is immensely inferior to every other arm of their service. This is not to be wondered at when we reflect how little the Japanese are accustomed to horse-riding at home, and what small opportunities they have of acquiring that knowledge of the management of horses which comes instinctively to the English groom, or to the Irish farmer's son, or field labourer. The lack of efficient cavalry is with the Japanese largely compensated for by the extreme mobility of the infantry. They appear to do everything at the double. All their soldiers seem to be perpetually kept in the best of hard training.

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The coffee-planter joined us at my first breakfast upon the estate. Rather to meet his expectations than flatter my host, I praised our surroundings cheerfully.

The proprietor endeavoured to conceal his vanity, and failed completely. "The shanty cost me nine hundred dollars to build," he said, "or say—forty-five pounds. Put it briefly thus: jungle timber, timber planks, planke masonite."

"I should call it a villa," I suggested.

The remark was not appreciated.

"Even the windows," our host continued, "are home-made with glass tops of rubber plant boxes." One might have credited many origins to the windows, though the coffee-planter asserted that, given sufficient soap and water, one might see through them a charming aspect of the jungle.

"I should call it a villa," I suggested.

The remark was not appreciated.

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Intimations.

NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne, Cider, &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO.

Hongkong, 29th July, 1901.

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUKE, DYSENTERY, DIARRHEA, HEMORRHAGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale by

THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers)

9, Old China Street,

Shanghai.

12th October, 1868.

UNTOUCHED BY HAND.



WANTED
AN EXPERIENCED LADY MANAGER
for CRAIGIEBURN HOTEL.
Apply by Letter, stating experience, and
enclosing copies of Testimonials, &c., to
THE MANAGER,
CRAIGIEBURN HOTEL
Hongkong, 8th August, 1901. [852]

IMPERIAL BANK OF CHINA.

WANTED

A N EXPERIENCED MAN of business to
act as COMPRODOR from next
China New Year.
Full Particulars can be obtained on application
to the Undersigned:
By Order of the Board of Directors,
E. W. RUTTER,
Manager.
Hongkong, 30th July, 1901. [812]

WANTED

A POST as BOOKEEPER by a Competent
Man.
Apply to
"T."
C/o This Office.
Hongkong, 4th July, 1901.

DROZ & CO.,

WATCH MANUFACTURERS,
STEAM FACTORY ESTABLISHED 1864.
ST. IMIER, SWITZERLAND.

SPECIALISTS—
LEVER WATCH & CHRONOGRAPH,
TRADE MARKS:
MAXIM, BERNIA, &c.

REPAIRS OF WATCHES and CLOCKS
by competent European experts at
Moderate Rate.

No. 10, QUEEN'S ROAD CENTRAL.

Hongkong, 15th May, 1901. [526c]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,

PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES, &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and

P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS' STORES AND REQUISITES

ALWAYS IN STOCK

AT
REASONABLE PRICES.

Hongkong, 14th May, 1901. [526c]

NEW GOODS.

PLENTY

IN
HAND CURIOS.

D. NOMA
No. 12,
Barrackfield
Arcade,
Opposite the City Hall.

Hongkong, 10th April, 1901. [54]

C. E. WARREN,
BUILDING CONTRACTOR

WYNDHAM STREET (Opposite to the
CLUB GERMANIA).

SANITARY APPLIANCES SUPPLIED
and FIXED, DRAINS, TRAPS,
WASTE PIPES, &c., CLEANSED AND RE-
PAIRED. Sanitary Board Notices receive
prompt attention. Agent for MOSAIC TILES.
Prices on Application.

Hongkong, 8th August, 1901. [852c]

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, and OPTICIANS.

CHARTS and BOOKS.

NAUTICAL INSTRUMENTS,

Sole Agents for Louis Audemars' Watches

awarded the highest Prize at every Exhibition;

and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES.

MARINE GLASSES and SPYGLASSES.

Nos. 14 & 16, Queen's Road Central. [812]

BENEFIT

For the WIDOW and CHILDREN of the
Late Armourer-Sergeant A. WILLIAMS, and

Battalion Royal Welsh Fusiliers:

Under the Distinguished Patronage of

His Excellency Sir H. E. BLAKE, G.C.M.G.

Commodore F. POWELL, C.B., R.N.

The Officer commanding the Troops—Colonel

L. F. BROWN, R.E.

A GRAND MILITARY TATTOO will

take place on the HONGKONG VOLUN-

TEER PARADE GROUND (by kind permission

of the Acting Commandant) commencing at

9 P.M. sharp, on WEDNESDAY, 4th Septem-

ber, 1901.

The Military and Navy of Hongkong will be

represented in a Torchlight Procession, headed

by Bands, Drums, Fifes, and Pipes of the

Garrison, kindly lent by the Commanding

Officers.

Tickets can be obtained at—

Messrs. KELLY & WALSH.

THE ROBINSON PIANO CO.,

HONGKONG VOLUNTEER CORPS HEAD-
QUARTERS,

and

At the different MESSES.

Hongkong, 26th August, 1901. [812c]

**HONGKONG STEAM LAUNDRY
COMPANY, LIMITED.**

WASHING! WASHING! WASHING!

GENTLEMEN'S (ORDINARY)

At a fixed price of \$8 per month per head,

or as per tariff.

LADIES and FAMILY per Tariff.

ALL ARTICLES DISINFECTED.

SHIRTS, COLLARS and CUFFS glazed by

Machinery.

Californian Washers Employed. No Coats.

Sleep on the Promise.

Depot 4, ICE HOUSE STREET.

F. C. ALLEN,
Manager.

Hongkong, 6th August, 1901. [845c]

NOTICE

I HAVE this Day RESUMED PRACTICE.

W. M. MACLEOD, D.D.S.

(American Dentist)

Hongkong, 1st August, 1901. [846c]

JUST UNPACKED.

BEST GERMAN SAUSAGES of a well

known make, in small and large sizes, of

various kinds.

Fine WESTPHALIAN HAMS.

H. RUTTONEE,

3, Argyle Street and

35 & 40, Light Road, Kowloon.

Hongkong, 10th July, 1901. [54]

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